

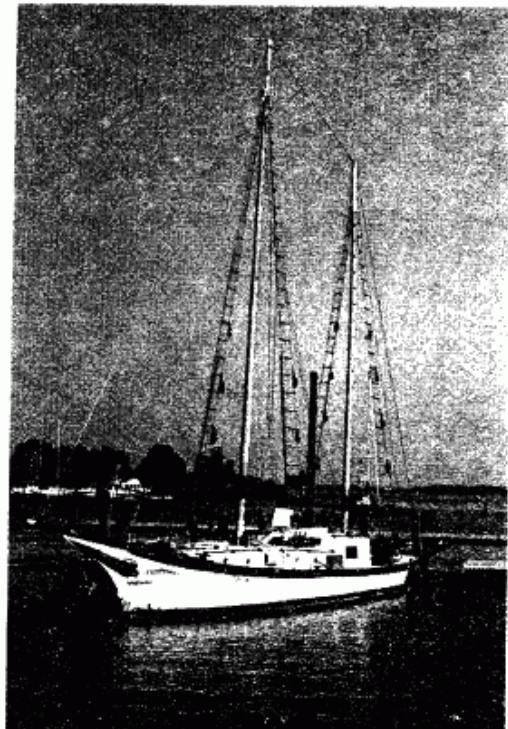
1990



NO-2

VOL-8

JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA



more photos

Pages 21-24

COVER PHOTOS by GEORGE PINTER

*****WELCOME BACK---GUY DEMARCO*****

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 1990, by the Ships-in-Bottles Association of America. All RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write the Membership Chairman-DON HUBBARD, P.O. BOX 550, CORONADO CA. 92118 U.S.A. Annual dues are \$15.00 for both North American and Overseas members.

ARTICLES and PHOTOGRAPHS for publication in **THE BOTTLE SHIPWRIGHT** should be sent to the Editor at; 5075 FREEPORT DR. SPRINGHILL, FL 34606 U.S.A. Material which should be returned to the sender, should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All your articles will be welcome. **DEADLINE** for submission is the second month of each quarter.

Jack Hinkley, -President.
Frank Skurka, -Vice President.
Don Hubbard, -Membership/Treasurer.
Ray Handwerker, -Editor.
Saul Bobroff, -Back Issues.



Contributing Editor's

George Pinter
Frank Skurka
Don Hubbard

BACK ISSUES OF *The Bottle Shipwright* are available from Saul Bobroff, 31 Washington Street, Beverly, MA 01915, U.S.A. Cost is \$4.00 each and that includes postage. Please send check or money order payable to Saul Bobroff.

DECALS and PATCHES for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave. Royal Oak, MICH. 48073 U.S.A. Please send check or money order, payable to James H. Davison. The 4" embroidered patches are \$3.00 each. The 3" decals with easy peel backing are \$1.25 each or 2 for \$2.00. JIM also has a 3" metal badge with our emblem available for \$4.00.

COVER PHOTO- Left-the Lighthouse at the Museum, St. Michaels, Md.
Right-"Mustang" The last 5 log Brogan under sail. Built Saxs Va. 1907.

The Bottle Shipwright

** Volume 8, Number 2. ** TABLE of CONTENTS. **

Brigantine Plans--B.DeJongst-----	2.
Search for the Elusive Bottle--G.Pinter-----	3-4.
Report on the Spanish Naval Museum--D.Hubbard-----	5.
"Nina" Plans--Adapted by R.Amory-----	6.
Report from Holland--B.DeJongst-----	7.
Let George Help-(bottle sources)--G.Pinter-----	8-9.
"All Hands"--Intro to new Column by F.Skurka-----	10-11.
From the Members-----	12-14.
Report from Japan--J.Okada-----Pictures-----	15-16.
Water for Ships-in-Bottles--D.Pearson-----	17-19.
From the Editor--Welcome new members--Address Changes-----	20.
Measuring Tube Plan--D.Pearson-----	21.
Photos-----	22-24 and Back Cover..

***** A MESSAGE FROM THE PRESIDENT *****

First, our CONGRATULATIONS to Editor Ray Handwerker for the superb job he did in turning out his first issue of THE BOTTLE SHIPWRIGHT after a long and difficult transition period. Our journal is now in good hands. So Thanks, Ray, for all of your good effort. And Thanks to all of you members who stood by during this difficult time for our Association.

From time to time there have been suggestions that the Administrative staff be increased. So I take great pleasure in announcing that Frank Skurka has been asked to serve as Vice President, and he has accepted, effective immediately. Frank is a long time member of the association and is one of the men who were instrumental in forming the first Chapter of the Association, The Long Island Chapter. Frank brings to the position, great enthusiasm for and knowledge of the folk art which we all love and are working to preserve. **welcome, frank.**

Both Ray and Frank have long had the interests of the Association in their hearts and minds, so I'am requesting that the members support their efforts in every way they can.

Welcome aboard to the new members; we encourage you to join in the activities of the Association by contributing to The Bottle Shipwright with articles, photos (best in Black and White) and yes Questions if you have one, as we can find you help.

***** **THE BOTTLE** *****

notice- WITH THIS ISSUE DUES ARE NOW DUE. (1990)

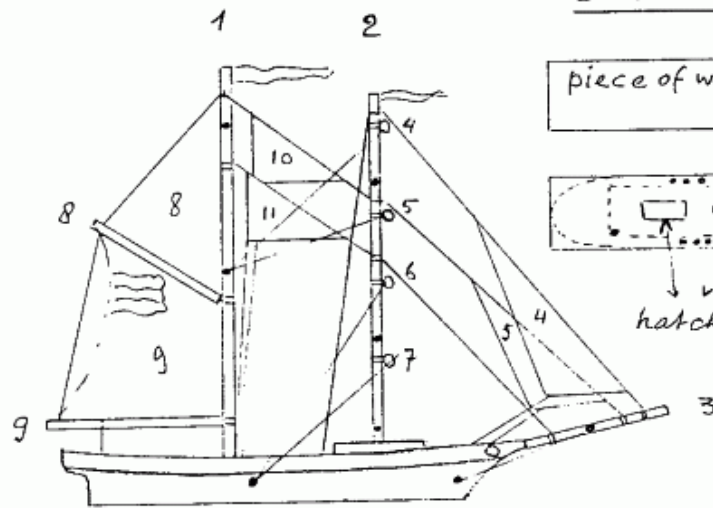
THANK YOU!!!

Material for the Editor should be sent to;

Ray Handwerker 5075 Freeport dr. Springhill, Fl. 34606. U.S.A.

And as Jack stated if possible send Black and White Photos.

BRIGANTINE



piece of wood 80 x 12 x 12 mm.



hatches

deckhouse

YARDS

4 * ————— *

5 * ————— *

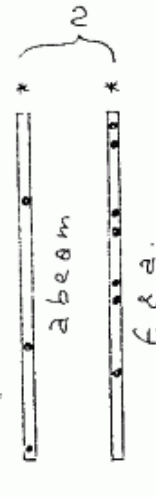
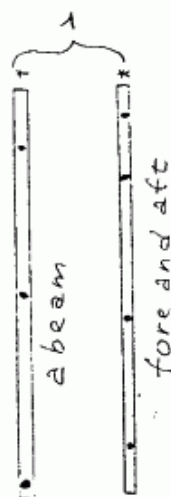
6 * ————— *

7 * ————— *

8 * ————— *

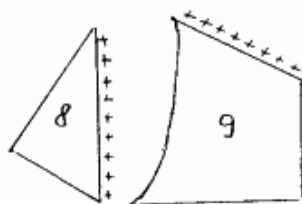
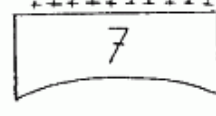
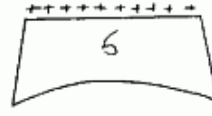
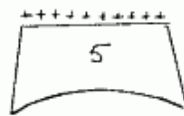
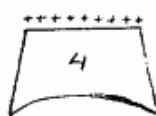
9 * ————— *

• or = are holes of 1 mm

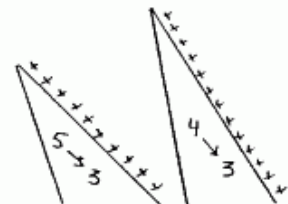
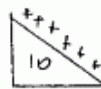


* These tops shall be rounded off!

Simple model for beginners by B. de Jongste, the Hague.



+ Glue here!



The Search for the Elusive Perfect Bottle

by George Pinter

When I received the commission for the motor yacht, Double-O-Seven, the only specifics given to me were to "make it as big as you can", and that it have workable lights, if possible. Thus began an epic journey.

As with most experienced bottle modelers, I have accumulated quite a collection of interesting bottles over the years, all waiting for that day when they would house some magnificent piece. Most of these are quart/fifth gallon size. From time to time I have seen quite large antique bottles for sale, but now that I was in need of one, they were not to be found. All the bottle I located were either of poor glass quality or had very small relative neck openings. I did not want a neck so large that it resembled a mayonnaise jar, but on the other hand I needed a workable sized hole to reduce the seams required to construct the vessel.

At the SIBAA conference in Boston (1987), Ralph Preston exhibited a gorgeous model housed in a huge spherical flask. In addition to the clarity of the glass, I might add that it had a rather short neck with a substantial opening. I was so taken with this flask, I made it a point to inquire about its origin. Ralph told me that he had purchased it several years previously from a laboratory supply house in Philadelphia.

Not wanting to drive to Philly, I decided to obtain a flask locally. After all, I reasoned, Boston touts itself as a high technology region; surely there must be suppliers locally. This was a flawed assumption Step one entailed going through the selection of phone books in the office at work. (Most big libraries sometimes have telephone book collections; also local phone companies offices may be able to help you here). I selected phone books from Boston and Providence, RI, and began a weary walk through the Yellow Pages.

One of the first things I learned was that many of the companies listed under the heading "Laboratory Equipment and Supplies) do not even deal in any sort of glassware.

The folks at Fisher Scientific were pleasant but had no large flasks. They suggested I call the Corning Glass Company in Corning, NY, and explain what I wanted. Corning could then supply me with the correct stock number of the particular flask selected. Since Corning does not sell to individuals, my next step would be to call Fisher Scientific, give them the stock number and they would order the special flask for me. There would be about 30-35 days delivery time for this.

Finding another concern in the Boston area Yellow pages, I wondered where Vineland was; I had never heard of a Vineland, Massachusetts. As I spoke to the woman I asked her where Vineland was, and discovered it was in New Jersey. How in the heck did I dial a Boston number and reach Jersey? She explained that they have local phone numbers in most of the big cities and when any of these numbers are called, the connection is automatically switched to their office in New Jersey. Nice! She informed me that they did have a spherical glass flask about eleven inches O.D. They etch their logo on the glass, but I could order one without any markings. These flasks have an "unfinished" neck (whatever that means - she did not know either), and sell for just over \$60.00 each plus shipping. She could ship immediately, but I was reluctant to spend \$60.00 + and not know just what I was getting. So much for that...

Then I got another bright idea and called the woman in charge of the quality control lab at a place where I worked a few years earlier. She invited me to come down and look through her catalogs, and when I got there she had already begun to check on flasks for me. Unfortunately she only had catalogs from two places, and one of them was Fisher Scientific with whom I'd spoken earlier. However, she did have another company, Scientific Products, and their catalog, which sounds a bit like a military supply list, offered a "Flask, boiling, bottom round, short neck ring, Pyrex brand" available from 250 ML capacity up to a generous 22,000 ML. I decided to try for the 12,000 ML, which would be about 3 gallon capacity, and takes a "number eleven" stopper. Looking up stoppers in the catalog, I found that an eleven is 56 mm top diameter and 48 mm bottom diameter. When I called Scientific Products I was informed that 1) they do not carry anything larger than 250 ML in stock; 2) they do not sell to private parties, and 3) they sell in lots of 12 only. Three strikes. You're out!

Calling several other smaller companies in the Boston area netted the same results. One could put me in contact with yet another New Jersey number, same deal as before with the auto-switching business. This was Thomas Scientific. The woman I spoke to was very friendly and helpful. I learned that Thomas Scientific was formerly the Arthur H. Thomas Company of Philadelphia - the place Ralph had mentioned. They had changed their name and moved to New Jersey. She said they had a 250 ML bottle - about 10 inches diameter. She would immediately send me specific literature on these flasks, and later under separate cover their complete catalog.

Next, I wondered about the possibility of having a bottle made. I began calling "glassblowers" listed in the telephone book. If you think SIB builders are a rare breed, try finding a real glassblower! Several people I called did not really blow glass; they hand craft glass items such as ships, animals, figurines, etc. However one company referred me to a glassblower in Brockton, MA. He was an elderly gentleman, and quite sympathetic to my needs. He would like to help me, but. He said he could not blow as big a bottle as I needed because he did not have a large enough glass stock and would have to order a minimum of 100 pieces. He had various catalogs from different glass companies and said he would try to find any information that would be useful to me. I thanked him. He then suggested that I contact one of the local hospitals because they often have medicine shipped in large containers and they also use large bottles for mixing quantities of medicines. Many of these glass containers are discarded after use. Perhaps a hospital could supply my needs. I called one hospital and the lady I talked to did not know who I should talk to about discarded bottles. I decided to use hospitals only as a last resort.

Many years ago there were a number of prominent glass works in the southern part of Massachusetts. Pairpoint and Sandwich Glass are two well-known old names. I called the Cape Cod Glassworks, in Sandwich, MA. They couldn't help me at all. The man I spoke to said that he could blow a large bottle, but he didn't have a mold that big. Something that large requires a mold and most of these come from Germany. For the size bottle I required the mold would cost about \$2,500.00. Ouch! The Pairpoint Glassworks of Sagamore, MA, couldn't help me either, but gave me the name of the Crystal Workshop, also of Sagamore.

The man at Crystal said he only repaired damaged items and suggested I call the New Bedford Glassworks. He had recently talked to them and they were making several large bottles on special order. He didn't know how many. I called information for the number but got two wrong numbers in a row including an auto glass place and a glass museum. However the latter place gave me the correct number for the New Bedford Glassworks, but that was another dead end. They had been querying the Crystal Glassworks to see if they could make the large bottles for one of their customers. Oh brother.

Contacting several bottle collectors and antique dealers including the wife of an old friend who had been in the antique business but no one knew of an antique place that dealt with old bottles.

I do have a nice cylindrical jug, probably about 3 gallons capacity. It came from an old "coal oil" stove, and I have been saving it for a large whaling scene (someday). The overall size was great, but the neck is a bit small. As the neck glass is quite thick I began contemplating grinding it out to enlarge the hole, but how long would that take? Think again.

After all the aggravation, I decided to call Thomas Scientific again. They had finally become my only hope. My Hungarian blood was boiling and my short fuse was burning down fast. Ma Bell must love me. Thomas was very helpful. They gave me the inside dimensions as well as the neck I.D. Even though I know that all bottles are not exactly alike at least I had some rough working dimensions. The flask cost \$80.60, but since the order exceeded \$50.00 I would not have to pay for the shipping.

Since there were design fabrications to work out I decided to spend the time waiting for the bottle by constructing a small (4 inch) mock up model to be sure that my sub-assembly ideas would work. I was surprised when UPS delivered the jug two days after my phone order. I was more than pleased, not only with the flask itself, but with the prompt delivery and with Thomas Scientific's customer service department.

Those of you who know me are aware that I am interested in just about everything. I really don't need another hobby. But, maybe one of these days I'll take up *glassblowing*. Do I have any customers?

Report on the Spanish Naval Museum - Madrid

by Don Hubbard

On a recent short stay in Madrid I heard about the relatively new Spanish Naval Museum located downtown near the world famous Prado art museum. If you ever visit that city be certain to add the Naval Museum to your itinerary. The Madrid public transportation system is well organized and you can easily get around by either bus or subway. I chose the underground and found the museum entrance practically across the street from the subway exit.

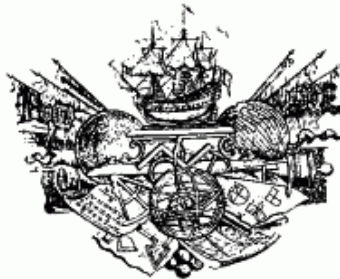
The museum is located on Pasco del Prado, in one corner of the Spanish Naval headquarters. It is open daily except Monday from 10:30 to 13:30 and there is no charge for admission. The displays are quite extensive and cover centuries of Spanish naval activity. Plan to arrive as close to the opening hour as possible to allow yourself time to examine all of the interesting artifacts and excellent models.

What about ships-in-bottles. I was fortunate to find a young English-speaking sailor and broached the question to him. After some thought he led me back to a display case near the entrance which housed three bottles, all of them appearing to date from the turn of the century (though no dates were given). The most impressive was a large jug, something over a gallon in size, which contained a diorama featuring six models in a port scene. Four or them were sailing vessels ranging from ship rigged to schooner, and two were archaic machinery propelled naval vessels (circa Spanish American War design).

While I was checking this display my young guide went in search of additional work. By his own admission he had never paid a great deal of attention to bottled models so the voyage of discovery belonged to us both. He returned to lead me into a roped off enclosure with a number of special display tables and walls of book cases. In these he had discovered eight additional works, again all dating from earlier in this century or before. It was of interest that two of the models were *broken* with only the lower portion and bases of the bottles intact though the models were undamaged. There was no explanation, but you can only guess that they had been brought to this condition by some catastrophe probably when they were already in a museum collection. The Spanish Civil War in the '30s might be the culprit since considerable portions of Madrid and other cities were leveled during the fighting, but it was interesting that they had been retained.

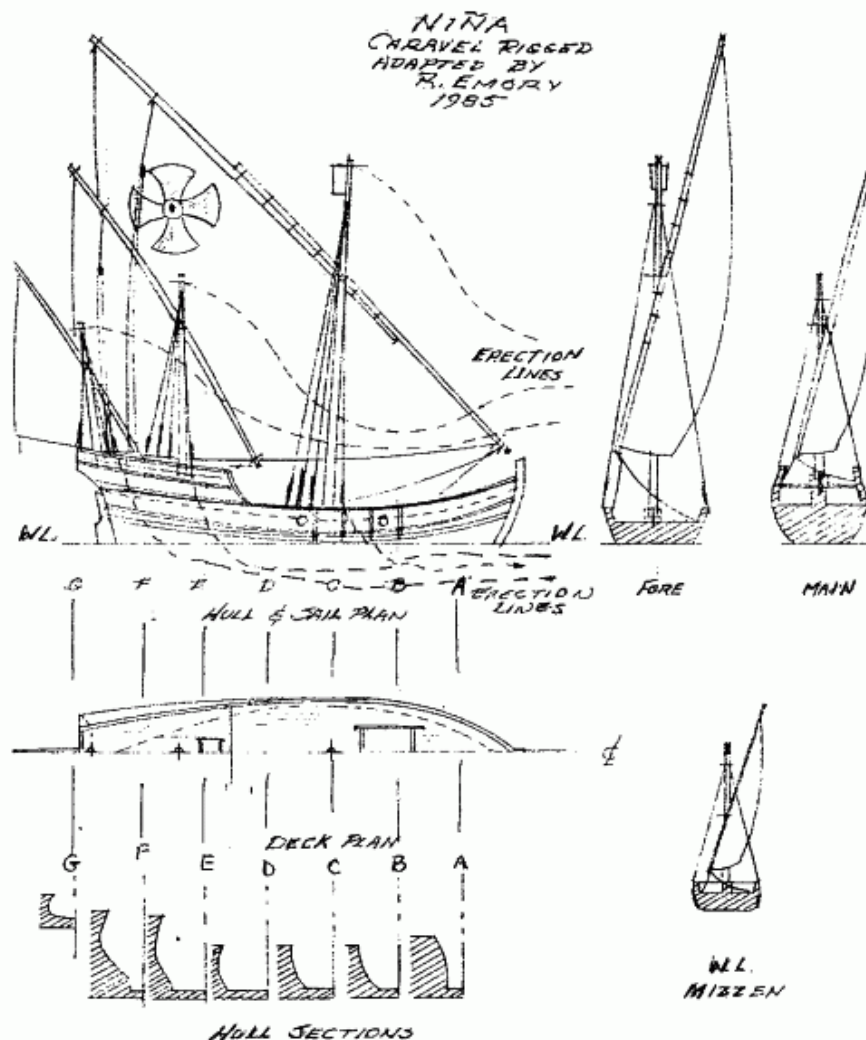
Aside from the bottled models the remaining displays are extensive and include details of battles, old original maps of the new and known world, many portraits of famous admirals and other naval luminaries, weapons in all categories, navigational instruments from every era, and other historical artifacts, including Mediterranean amphora and anchor stocks. And for the model builder and researcher there are well in excess of a hundred well-made models including three rare bone models made by prisoners. The latter are beautifully mad, and are housed in a single walk-around case which allows you a close-up look to appreciate the detail incorporated into the building.

With only three hours daily to examine the displays you will find, as I did, that one visit simply does not allow you to do justice to a country with a such a varied and lengthy naval history.



nina

The Nina as she left the Spanish Port of Palos. rigged as a Caravela Latina, (fore and Aft) After arriving in the Canaries, Columbus had her rig altered to a Caravela Redonda, (Square Rig).



Hull constructed in one piece. Hull and deck planked with shavings backed by tissue paper. Railing and railing caps are fine copper wire, thread and paper. Masts are bamboo, drawn to size and tapered. Shrouds installed in standard fashion. Important to consider with masts and shrouds is that they each have erection lines. On each mast, the forward shroud is forward of the mast base. These shrouds will be pulled snug and glued after mast is erected into position by erection lines at the top of the mast. Sails are well worn, well washed ribbed sections of old handkerchiefs. Edges are lined with thread to indicate sail ropes. All paint was applied in several coats, well rubbed in. This gives an aged look to the model. Deck and wales are natural. Hull and railings are black.

FROM HOLLAND WITH LOVE !

A VOC-SHIP WILL LEAD SAIL '90.

VOC stands for "Verenigde Oostindische Compagnie", (United East India Company). Established in 1602 in Amsterdam.

Sail '90 is drawing near. From August 9 to August 14 Amsterdam will be visited again by hundreds of historic sailing ships. The flag-ship of SAIL '90 will be a replica of the "AMSTERDAM", the VOC-ship that was lost in 1749, West of Hastings, England.

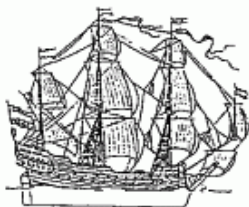
Sail Amsterdam, that is celebrated every five years, is a unique event. It starts with the Parade of Sail on the North Sea Canal when a great variety of windjammers will sail into the direction of Amsterdam. In total some hundreds of ships, among which luggers, windjammers, cutters, Thames barges, Dutch round- and flat-bottomed yachts, steamships in all sorts and sizes.

During this event they will anchor in the harbours of Amsterdam. On the program you also will find a "pierenachochel" trip, a very colourful procession of selfmade vessels in the canals of Amsterdam. There is also a mimic battle, the aquacorso, tens of steamboats decked with flowers and so on. Each "Sail-day" will be closed with a gigantic fireworks.

The foundation "SAIL AMSTERDAM" is financed by the municipality of Amsterdam and by industrial circles. A memento of SAIL '90 will be the new flag-ship "AMSTERDAM". This replica of the VOC-ship of the same name from 1749 will have as home-port Amsterdam and it will be a new attraction for the capital.

From a two centuries old construction model of the Maritime Museum a monumental ship has been built. The length of the ship is 42.5 meters and the height from keel to the top of the main-mast is 56 meters.

In order to complete the ship some 160,000 manhours over a period of 5 years were needed. The East-Indiaman has been built in the framework of a training project for prolonged unemployed young people. Building the AMSTERDAM costed 8.5 million guilders, which amount for the greater part was raised by government agencies and industrial circles.



To complete the ship a further 2.5 million guilders are needed and people can support the AMSTERDAM by buying shares in the new company "NV Oostindievaarder Amsterdam". Shares are sold in various values, viz. 100, 1000 and 5000 Guilder shares.

I hope to be able to submit drawings in the near future so that you can build an authentic east-Indiaman, the "AMSTERDAM" in a perfect bottle!

B. de Jongste, The Hague, Netherlands.



LET GEORGE *help you* DO IT

For assistance---- Write to;
G.Pinter 199 Elm St. Halifax, Ma. 02338.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

I recently received a letter asking about sources for bottles, particularly the large and or shapely bottles so often seen in Bottle Shipwright photos. A simple answer is; bottles are where ever you find them. I have purchased bottles and decanters at yard sales and flea markets (cheap too !) I have been known to pull to the side of the road to investigate a bottle seen lying in the weeds, and once I found one up on a roof I was working on. It was in good condition, cleaned up well and I was able to use it.

Friends or relatives will also be a source, if you let it be known that you are always looking for bottles to use in your modeling. Accept any and all gifts for once and a while you will be treated to a great bottle. I have received some nice antique bottles this way.

Antique dealers are another avenue to explore, but expect to pay a premium price for good old bottles. Sometimes you may be able to strike a reasonable bargain with an amicable dealer. Many antique bottles leave much to be desired regarding glass quality, but that intriguing shape or the oddball bottle that appeals to a bottle collector just might not be suitable for a ship bottle.

Another source is a friendly bartender. Ask if he would save empty bottles for you?. If he is receptive to the idea, ask him if you (or he) could mark the bottoms of the bottles you are interested in. (felt marker or tape). Be sure to check back often, as you can't expect him to accumulate a couple of cases awaiting your return. (A simple gift bottled ship will sometime soften the barkeeper's attitude toward you).

A general consensus among a number of bottlers I have spoken to, is the quality of glass appears to be on a downward trend. Perhaps it is our imagination, perhaps it is degenerating due to recycled glass, or efforts by manufacturers to cut costs. Or quite possibly it is simply due to our becoming more selective in our quality parameters for bottles as our modeling skills increase.

It must be remembered that with the advent of mold-blown bottles, manufacturers were supplied with a (relatively) inexpensive way to package liquids. These bottles were never intended to be high quality glass.

Some modelers have bottles custom blown for them, but this is out of the ordinary and can be rather expensive. More are turning to light bulbs, because of the higher quality/clarity of the glass. Clear 1000 watt bulbs are nicely shaped if you can get them. A good source is an electrician or maintenance mechanic who works in a large factory. Ask them to save any bad bulbs for you. Sometimes when these bulbs burn out there is a splattering of molten metal (which cannot be removed) on the inside of the glass. The bulb is then rendered useless.

Laboratory supply houses are another source for high quality glass, but the shapes are limited to round or conical flasks. Many supply houses will sell to individuals. Regarding large bottles, the three most common (original use) bottles that come to mind are water bottles usually 5 gallon size; "coal oil" or kerosene bottles from old stoves, about 3 gallon size; and some old apothecary or medicine bottles.



LET GEORGE *help you*
DO IT

For assistance---- Write to;
G.Pinter 199 Elm St. Halifax, Ma. 02338.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

(Continued from page 8)

Any or all of these would best be found through antique dealers.

Recently I learned of a possible source of hand blown bottles from Europe, but these are not large in size and I do not know anything of their overall shape or quality.

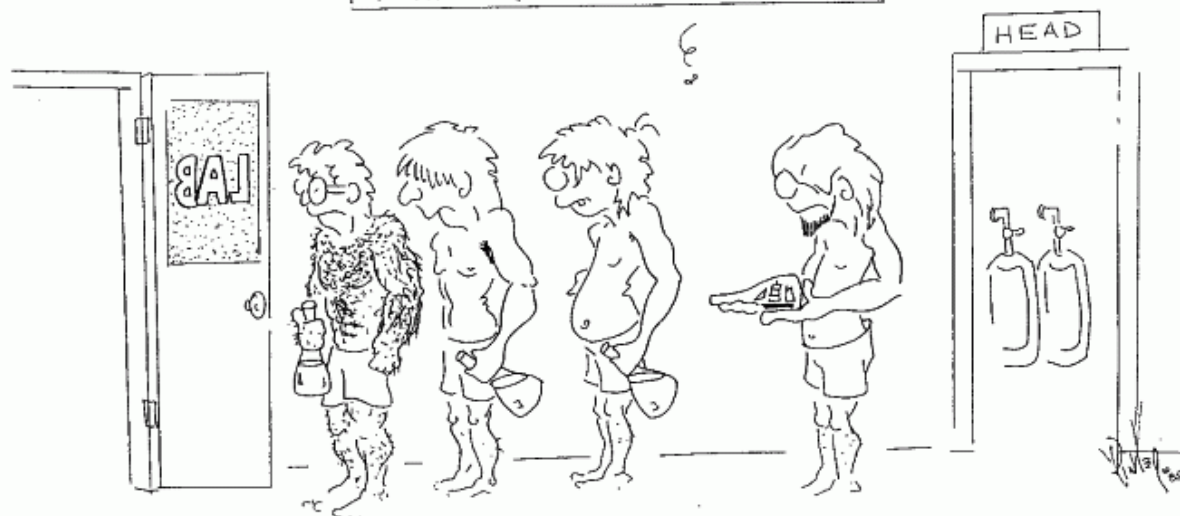
And last but by no means least, try your local liquor store. He might sell liquors in bottles you are interested in. Ask him if he will post a sign advertising a deposit on the type of bottle you are interested in. A few dollars usually does the trick.

While we have not covered every source in this short article, it may have sparked your imagination to consider possible sources for bottles which may now have occurred to you.

HAPPY HUNTING!!!!!!



NAVAL RECRUIT CENTER



A L L H A N D S *by Francis J. Skurka*

Beginning with the next issue of this journal, the above feature will appear in all future issues as a regular column. The subject will be "All Hands" - you, the members. The format will be quite simple, you will have an opportunity to write your own autobiography and let the rest of the members know who you are and what it is that you do that makes you special. In addition, you will be asked to furnish a photograph so that we can see what you look like. When and if we ever meet, you won't be a stranger.

At our conference in October, Ray Handwerker, George Pinter, Bill Westervelt and I had spent several hours late at night discussing the day's events. One thing kept coming up; we had learned a lot from members that we had never met and found we also had a lot in common regarding things that had nothing to do with ships in bottles and it was thoroughly enjoyable! For example, I learned from Charlie Hand, who hails from Charleston, South Carolina, that he lived right down the street from a hotel I had stayed in and that we had dined at several of the same restaurants. We discussed his city and the effects of hurricane "Hugo", southern cooking and southern hospitality. A discussion with George Pinter started out with "What do you do for a living?" and wound up in a conversation about refrigeration and air conditioning which led to "O.K., George - how do you clean old glass?".


The point of all of this is that people are just as interesting (if not more so) than things! So, we agreed that once Ray Handwerker took over from Alex Bellinger as Editor, we'd include a "people" feature to add, what newspapermen call, "color" and "human interest". With members spread all over the world and scattered to all points of the compass, we will probably never get to shake hands, lift a glass and share sea stories with each and every member. What we can do in this column is get to know each other a little bit better.

The concept is this: a questionnaire will be sent to you, which will request personal information that can be used to write a two to two and one half page article about you. Actually, it would be better if you wrote it yourself. Tell us such things as: Where were you born? What schools did you attend? Where do you live? Were you in the service? What jobs have you held? Are you married? Do you have children/grandchildren? What are your hobbies/interests? What are your interests with regards to ships in bottles? Do you do anything special when building models? In short, be informative and don't "hide your light under a bushel"! A photograph of about 3" x 3" or similar would be nice - let's see your face too.

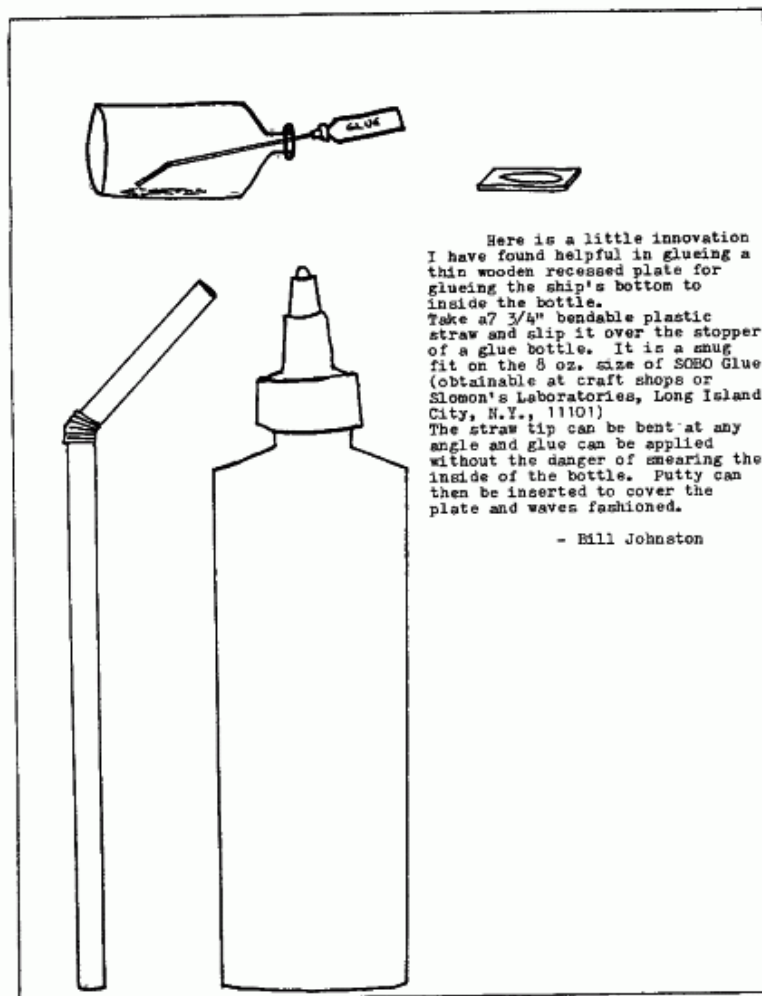
My function in this is to prepare your copy for publication; to edit as little as possible and get it ready for Ray to take to the printer. I intend to edit only as necessary. I realize that with four issues a year, it'll take 20-25 years to obtain a profile of everyone. I figure I have enough good years left to be able to get to at least half of you

and then after that someone else can give it his best shot.

Last year I submitted two obituaries; for George Dansky and Pete Bongo, men I knew and respected. Too bad the rest of you didn't know them. I wasn't happy doing those articles. This should be a lot of fun and it will be a pleasure editing your copy and presenting you to the rest of the crew. As the Captain said to the Mate ---

"Call all hands to muster!" 

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆



FROM THE MEMBERS

JACK Kai-Cho (some people have all the luck) HINKLEY_ I guess the only way to do this is Jack's own words. "Did I ever have the day of my lately life on Saturday. There was to be a military memorial service in Pittsburgh on Saturday Morning. I received a call from the Master-Chief-in-Charge at the local Coast Guard Base, that the Cutter OSAGE, an inland buoy tender, was going to proceed to Pittsburgh for the event and I was being invited to go along. Hardly had we pulled away from the base, when the Master Chief gave me the controls and I took her up river (10-12) miles, until we had to lock up through a dam. What a time I had. And you may be sure that this old Coast Guarder did SIBAA proud, in handling that boat. Had some excellent chow on board as well. Oh! the ceremony?. I watched it from the bridge as the crew were all involved on deck in dress blues et al." Yes Jack that low mumbling sound you here is envy. Anyhow Thanks for answering that letter for me.

ALLAN B. CAMPBELL through Don Hubbard sent in his hint for better building. "I've found that by using a template taped to the bottle and building the ocean around this perimeter, and then using a bead of silicone putty in the hollow, you will never have to worry about the ship coming loose. You can yank on the erecting threads all day and only succeed in breaking the masts. I had zero tolerance in mast/inside diameter and had to break the bottle to salvage the ship. I had a smaller model that could have been substituted, but the putty adhered to both glass and ship very well. The white putty also does a nice simulation of the movement of the ship through the water after compression forces the excess up and around the perimeter when the ship is planted.

From an unidentified builder who called Don Hubbard in January. If you recognize yourself, please drop me or Don a note for proper credit. Making resin adhere to glass can be difficult because the resin shrinks back as it cures. The solution lies in placing a few globs of Feathering Disk Adhesive (also known as tacky glue and used to attach sanding disks to sanding pads) to the inside of the bottle. This glue does not dry but will firmly attach to the glass surface. Pour resin into the bottle so that it covers the glue, and your resin will remain in place when cured. (perhaps another method would be to glue the ship/scenery to the bottle first with Elmers White cabinet makers glue first. Let it dry in place. Then pour your Casting resin. This is my method, and so far 12-15 years I have had no problem with shrinkage, Editor) Another possible solution would be to let the shrinkage occur, then pour white glue carefully around the edge of the resin/bottle and let dry completely before sealing the bottle (Ed.)

JUZO OKADA through Don Hubbard-The Japanese Ships-in-Bottles Association had SIX very successful public shows in 1989. Show sites were in Hakata, Kyoto, Ohgaki, Kobe, Tsu and Osaka. All were heavily attended by the Japanese public. I don't know how you do it Juzo??? unless you have a blue and red cape with a big red "S" on it, in one of your closets. All that work and you still manage to turn out a number of beautiful bottled ships, at the same time. At any rate Thank you for letting me participate in the TSU city show. Meanwhile work continues on the large Oceanarium at the Osaka waterfront. It will include a ship-in bottle museum which the Japanese SIBA will maintain and man. Unfortunately because of manpower shortages the original dedication date will be delayed for at least one month, and is now scheduled for July of this year. Good luck from all of us.

FROM THE MEMBERS

WELCOME BACK GUY DEMARCO. for those of you who don't know who Guy is, He is 'the author of a book on S.I.B's. appropriately named Ships in Bottles. First published in 1985 by Schiffer publishing Ltd. of Pa. of which I might add, he still has a few copies, available to you at \$10.00 per. including postage. He will probably autograph them for you if you ask. Oh! the address?? try P.O.Box 224 West Hempstead, N.Y. 11552. Guy was also one of the people who helped found the Long Island Chapter of S.I.B.A.A. along with Frank Skurka. He also had the distinction of being one of the few people who could give me a migraine headache, and the frothing at the mouth mumbles. No !!!!! Guy, I will not print your views on bottle neck inside diameters. And as editor I DON'T have to. so there!!!! I knew I'd win some day. Anyhow-I'm glad that your personal problems are down to a dull roar, and welcome back--- really. I will print your ramblings in the next issue.

NOTICE+++ TO ALL MEMBERS WHO INTEND TO ENTER THE COAST GUARD SHOW!!!! GET YOUR APPLICATIONS IN **NOW!!!** AND LET ALEX KNOW IF YOU PLAN TO HAVE HIM ENTER YOUR MODELS FOR YOU. The **deadline** is JUNE 1st, 1990. **also !!** in the last issue I told you of a competition to be held at the 1000 Islands Shipyard Museum in Clayton N.Y. on the 25th and 26th of August, 1990. It has been canceled by the New Curator of the Museum. Seems he doesn't feel the Museum makes enough on the event. Guess it's a case of The buck strikes here. Or as Bugs Bunny would say "What a maroon".

Charles (zippo) Hand is still hard at it. He hopes to have the house reconstructed in time for this years "mother nature olympics" the earthquake competition between South Carolina and California. You know of course that California, has a patent on earthquakes. I'd like to come up Charles, but I have to wash the dog that day. What ever day you said that was. Ha! you want to see dust, come to my house.

Parker Lenley writes to let us know that Gladys (who suffered a stroke) is progressing nicely, and though she still tires easily, is doing better. All of us wish her a complete and speedy recovery. Parker has been asked to put on a display at the Welland Museum in september, Bill Westervelt writes to inform us of the founding of the Maryland Chapter of S.I.B.A.A. and if that weren't enough to keep him busy, he has just finished two restorations for the Smithsonian. Along with three speaking engagements to senior citizen groups in the last nine months. Plus one how to demonstration, with two more up coming. five members to start? I wouldn't call that shabby, bill. It's hard, what with peoples work schedules, distances, lack of transportation, etc. We had the same basic problems with the Long Island Chapter. We do however wish you great success and luck.

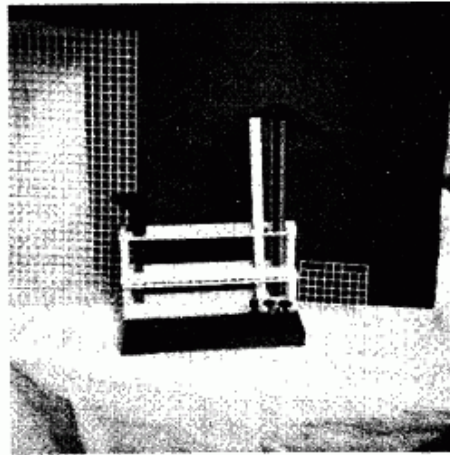
And Herb Manley I haven't forgotten you. I will get your helpfull tip in the next issue. Also those photos, when you send them back. Herb, you didn't say whether you wanted those straws back or not? Maybe the kids need them for there school lunch boxes ?????
Let me Know.

FROM THE MEMBERS

Member Finley Taylor has written to both Jack and Don proposing a restructuring of S.I.B.A.A into geographical "districts" to which members in those districts would belong and report to there district leaders,all of there activities.He believes that this will improve member participation and increase material for The Bottle Shipwright.Although he has not yet come up with a detailed plan, geographical districts and district leaders do have some interesting connotations. The purpose would be to increase contact among members by having meetings and from these to feed input to the editor of Bottle Shipwright. To this end,Finley copied all of the member names listed on the March 1989 roster and sorted them into geographic areas. I have seen a copy of this list,and suffice it to say the area that I fall into, extends from Maryland down the east coast to Florida. And it appears to be one of the smaller ones.Another good use for this list would be to find nearby members who would like to display models in local public places,such as libraries.Ralph Preston, perhaps you would like to field this one. At any rate, Jack,Don and I would like to get some real member input on this issue.And since it concerns all of you members,it's time to put pencil to paper and let us know your feelings on the subject. Finley would also like to see an article on "pulling a vacuum in a bottle. " Gil Charbonneau, this is your area of expertise, how about one from you?????. Or maybe George Pinter would like to take a crack at it?????.



Magazine slipcase:made from empty detergent 42-oz. boxes, covered with wrapping paper or "Contact" paper could be used.
From Teddy Taylor.



Tool rack: made from fluorescent ceiling light fixture grating Also known as "waffle board" .Will accommodate pencils,files,rulers, drill bits, etc. for kitchen table modeler. --Teddy Taylor

REPORT--
FROM THE JAPANESE SHIPS-IN-BOTTLES
ASSOCIATION--Juzo Okada, Editor.



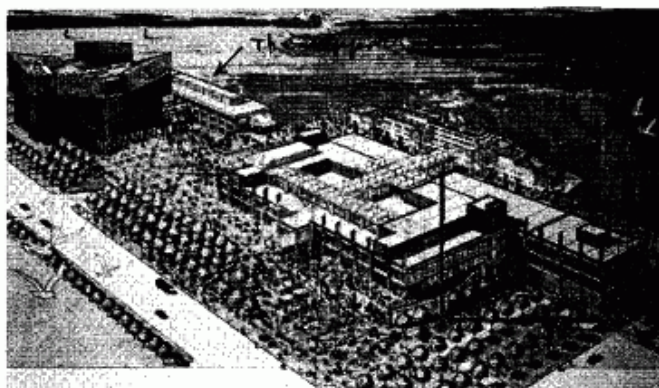
Let me tell about myself and our Association.

I'am 61 years of age. My family consists of my wife Tamako and two married daughters. I began to build S.I.B's in 1976. I was taught in the traditional Japanese method, by a friend of mine. I organized the Japanese Ship Bottlers Assoc. in 1978 and was inaugurated as the president. In 1981 I published the first Ship Bottlers, and have been the editor ever since. We now have a membership of about 250.

The news from here is that Osaka city has been re-developing its water front since five years ago, and building an amusement resort. The municipal authorities had a plan to set up a little S.I.B. Museum, and asked me to cooperate with them. They founded "Osaka Water-Front Developing Co.Ltd." to manage the resort two years ago. The company offered us all the equipment for the museum, with our association running the museum, and two service ladies for visitors. This resort has been named "Tenpohzan Harbor Village" by the Mayor of Osaka. Tenpohzan is the name of a little hill in Osaka Harbor. They are building the largest aquarium in Japan, its support building, a large market building and a festival plaza. Our Mini-Museum is setting up in the support building, with an American style "Museum Shop". Although space is limited, we will make it an active Mini-Museum, and I will make it an information and technical center for all Ship Bottlers. I am considering setting up the exhibiting booths as follows.

- (1) Japanese old works and materials. (6) Wa-sen Japanese old
- (2) Western modern ship models. (Iron). ship models.
- (3) Western antique ship models. (wooden) (7) Miniature works.
- (4) Training tall ship models of many countries. (8) Scenic
- (5) Moving ship models (worked by electricity). model works.
- (9) Japanese traditional decorative ship models.
- (10) Overseas works.

Each booth (1-9) will display 8-12 of the newest and finest works by our members and outsiders. And those from my collection. I think I will have to renew these exhibitions (works) every 6 months, as you know our art is ever progressing. The display of overseas models in the 10th booth will be from my collection also for the first 6 months. My best regards to your family and your members.

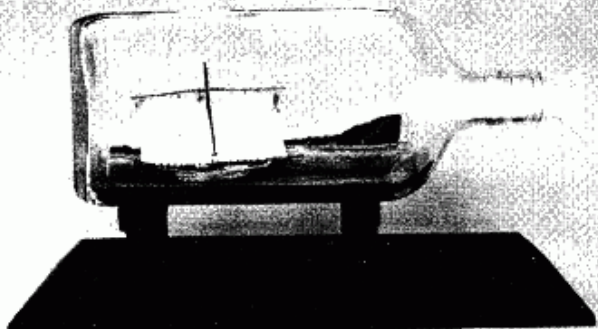


Yours sincerely,

岡田 宗三
Juzo Okada

Traditional Japanese
Fishing Boat.

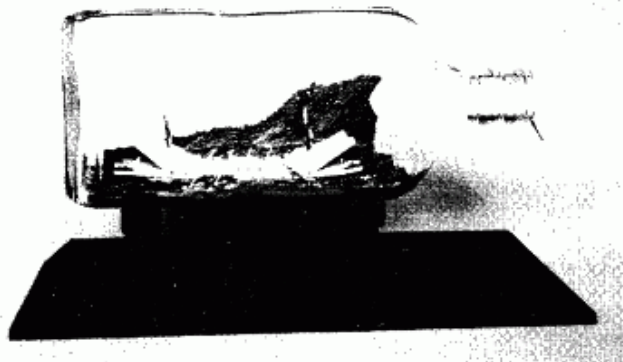
"UTASEBUNE"--Water is
transparent resin,Oil
paints were used on back
and bottom of bottle.
Made by Juzo Okada.



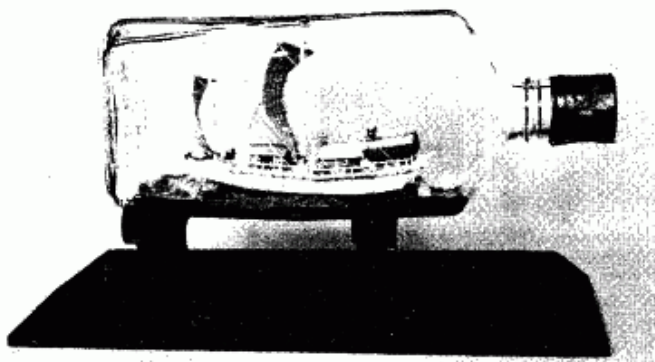
Ancient Japanese boat
"NAMIHAYA"

A clay image of this
boat was excavated from
an ancient tomb in the
suburbs of Osaka.It was
restored with a large
tree imported from the
U.S. Named by the Mayor
"NAMIHAYA" means ancient
Osaka. Model by Juzo
Okada.

"the boat was a simple
structure to make,oil
paints were used to
paint the picture in-
side the bottle.I also
made the crew"



"KENMINSHI-SEN"---1400
years ago the emperor
sent 45 such boats on a
mission to China. Only
20 boats came back.
Model by Juzo Okada.



WATER FOR SHIPS IN BOTTLES

BY DON PEARSON.

Materials;

Epoxy putty.

1. Abbeon Cal. Inc.
123-601 F Gray Ave.
Santa Barber, Ca, 93101.
Description; AB-123 Epoxy Putty.
Cat.# AB-123
Approx. Cost \$5.50 per pound.
Working time, Approx. 45 to 60 minutes.
Will accept colors.
2. Abatron. Inc.
141 Center Drive.
Gilberts, Il. 60136 Phone. 312-426-2200
Description; Aboweld 8212-4 Epoxy System
1 Pint Aboweld 8212-4 Resin
1 Pint Abocure 8212-4 Converter
Approx. Cost \$31.00 for 1 pint of each of
above. Working time. Approx. 40 to 50 minutes. Will accept colors.

Coloring for water.

1. Dark blue dispersion used for mixing with plastics. Can be purchased from any good fiber glass or plastics supply company. Comes in a 3 pound can. Cost Approx. \$10.00
2. Oil base tinting colors that can be purchased from any good paint store. Colors you will need, dark green, blue dark and light, black, yellow and white.

Glaze for giving water the wet look.

1. Floquil Crystal Cote #CBBA-110004 works well and can be purchased at any good hobby store.

Tools and Equipment you will need for process;

1. Plate glass for mixing putty on. Size Approx. $\frac{1}{4}$ " thick x 12x12"
2. Double backed masking tape-to hold glass to table.
3. Tubes of tinting colors as noted above.
4. Mixing stick. (tongue depressors work well.
5. 3 or 4 ounce waxed cups (2) graduated-for measuring epoxy components.
6. Pair of heavy duty rubber gloves for final blending of epoxy with the coloring added.
7. Acetone for cleaning inside of bottle if needed.
8. Special tool that holds que-tip for cleaning
9. About 10 torn off sheets of paper towel, ready for quick use.
10. One hour times.
11. Hand brush for cleaning hands if needed
12. Liquid hand soap " " " "
13. Felt tip pen for marking waterline in bottle, Mount on wood block.
14. Small bag of # 6 steel shot (or B.B.'s) for determining volume of the bottle for epoxy requirements.
15. Measuring tube or cup to measure shot for volume.
16. Regular masking tape for covering inside neck of bottle to keep clean
17. Que-tip (cardboard stem) about 5 cut in $\frac{1}{2}$ to clean I.D. of bottle.
18. Tools for inserting rolled up balls of epoxy into bottle.
19. Tools for pressing spread out epoxy into waves.
20. Tools for painting waves and applying glaze. (old paint brush secured to a long handle.

procedure for making water

1. Mount completed ship-in-bottle on the ship stand with the ship in place on top of the insert inside the bottle. At this point the water is the only thing left to be done to finish the model, except the corking and some cleaning up. Secure the bottle in a level position so it will not twist, move, or shoot out of your hands. This is especially important when you are inserting the water. A leather strap or some good tape will work well.
2. Using a convenient tube, slowly pour the steel shot (B.B.'s) into and through the neck of the bottle. Be careful not to disturb the ship inside. Fill to the waterline of the ship then add about 1/16" more.
3. Using the pen and block of wood, mark the waterline around the bottle. This will be used later when filling with epoxy.
4. Loosen bottle so you can pour out the steel shot into a beaker or measuring unit to check volume. (I made a graduated tube from clear acrylic. 1" inside diameter and bonded it to a base of acrylic. Measure and mark off .64" and 1.28" up the side of the tube. 1.28" with a 1" inside diameter equals 1 cubic inch. Make a tube that suits your needs). Whatever the total volume is in the tube or whatever you use, cut in half. That will be the amount that you will fill each of the two waxed measuring cups with. One cup will contain the resin and one the converter, as equal parts of each are used.
5. When completed pour the shot back into its container so you don't spill it. It makes a mess and is hard to pick up.
6. Note amounts and set aside for now.
7. Resecure the ship in the previous position, as it was in when using the steel shot. Also, at this time cover the I.D. of the neck of the bottle with tape to keep clean.
8. Fill one cup with resin.
9. Fill the other with converter and set aside.
10. Mount glass plate to work bench using double back tape, wipe clean.
11. Position all tools you will need within reach.
12. Start mixing your colors;
 - a. Put on rubber gloves.
 - b. Start with blue first, then add green, black etc. to the desired color water you want. (deep blue for ocean, lighter blue for inshore, etc.) Mix for about a minute or so.
 - c. Take either of the filled cups and mix in the color. You might find this hard. If so, remove and use the glass plate for mixing. Be sure to blend and mix well.
 - d. Set timer for 40 minutes.
 - e. Now mix in the other remaining cup with the colored material. Again, blend well together, squeeze, roll into long pieces, twist or braid together and keep this up until completely blended. Remember you are on a count down from here as the epoxy is working.
 - f. When mixed, take small pieces and roll into small balls that you will use to insert into the bottle. (about the size of mothballs). You might want to go smaller. Depends on the size ship you are working on. You are now ready to insert into the bottle.
13. Pick up the ball of epoxy with your insertion tool and start in the back rear corner, towards the back of the bottle. Lay in two or three pieces, then flatten out with your flattening or wave tool. Fill in the back side first as this is the hardest and requires the most leverage to flatten.

(con't from pg.18)

procedure for making water

14. Work your way forward, gradually filling in around and under the ship and insert. (be careful under the bowsprit if you have one on your model.).
15. Once the epoxy is leveled out and is even with the marked up waterline, start making the waves with the wave making tool. (start in the backside of the bottle).
16. If for any reason you get epoxy on the inside of the bottle. Clean it off as fast as possible. Take the tool that holds the cutoff que-tip, dampen with acetone and brush off. You might need 2 or 3 pieces to clean. Finish with a dry one.
17. When the waves are done and you feel that there is no more forming to be done on the water, start your clean up.
18. Check your time for future reference.
19. You can use a good thinner or solvent to clean up the mess from the paint. It does clean up but you might need some elbow-power.
20. Cleaned up you are ready for putting on the white caps and touching up for effect, where the water is churning.
21. Use a small paint brush with the white and touch lightly in the areas where you want white to show. Then use another paint brush (dry) and blend the white around to suit.
22. When done painting, remove the tape that was on the inside of the bottle neck. Check for any paint spills or smears inside the bottle and clean up as required. See note #16.!!
23. Let the bottle air dry for a day or two.
24. Apply glaze if you want the wet look on the water.
25. Let glaze dry for about a week or so with the bottle open.
26. Again check for spots inside and out, clean.
27. Seal bottle using your favorite method.
28. Sit back and admire your work.
29. Start planning your next ship-in-a-bottle!!!!

Note--This is the basic method that I find works for me. I still try variations to this, but it is a good starting point. I would however, suggest that you practice with the epoxy before you try it on a real model. There are some things you have to try by trial and error, to suit your needs.

I have also found that epoxy's sometime vary from one batch to the next, and that one time it might be more tacky than the last. I find that it is also important to have everything in place and ready before you start. And once you have worked with paint and epoxy you will know what I mean.

The two materials noted have proven successful. They harden to a rock hard consistency and are very stable, with no noticeable expansion or growth in size.

Until something better comes along I will use the epoxy.

Don Pearson.

editor's note-- Don was kind enough to send along a diagram describing his method for calculating epoxy volume, and it shows how he built his tool.
it can be found on page 21 in this issue.

FROM THE EDITOR-----

Ray Handwerker

☆☆

5075 freeport drive
springhill, fl. 34606



Let me begin by thanking all of you who wrote to say, "well Done ", on my first ever attempt at editing a publication of any kind. The credit for my success ?? belongs to both Don Hubbard and Alex Bellinger. My only contributions, were to add some ideas and personal touches, to what they had already built. So thank both of you for laying the great foundations that you did. I would also like to thank all of you who sent in articles, poems, cartoons, and pictures. You have made the job a little easier, by your input. Without it there would be no Bottle Shipwright. Two thoughts come to mind. First, if you don't see your "stuff" in the issue that comes out after you sent it in, it wasn't thrown out, keep looking, it should show up in a future issue. And second, if you send in pictures (black and white please) please take the time to mark them on the back, as to what ship, (scene) (type of ship) type (size) of bottle, who built it, (if it wasn't you). Now---- Enough said.

Lets refill those bottles!!!!

WELCOME ABOARD NEW MEMBERS.

Guy DeMarco-, P.O.Box 224, West Hempstead, N.Y. 11552.
Marcus R. Drabble-, 15 Tynedale Rd. RR# 4, Barrie, ON L4M-4S6, Canada.
Nelson Heddle-, 33 Nurnside Ave, Staten Island, N.Y. 10302.
Cynthia Nichter-, 46 Yale Place, Buffalo, N.Y. 14210.
Peter J. McMerrin-, 35 Hadfield Ave. Busselton, Western Australia 6280.
Donald Pinneau-, 295 Northumberland St. Apt. 64, Summerside, P.I.E.,
C1N-3W3, Canada.
Edward Sandfort-, 8 Sixpence Court, Huntington, N.Y. 11743.
Morris Winer-, 3 Denmark Crescent, Willowdale, Ontario, Canada, M2R 1J3
Theodore Wirth-, 9 Best View Rd. Quaker Hill, Ct. 06375.

ADDRESS CHANGES.

C.L. Bradley-, 105 Cypress Ave. Morton, Il. 61550
Don Pineau-, 120 Gillespie Ave. Wilmot, P.I.E. C1N-4P5 Canada.
Gee Don that was quick!
Geoff Smith-, Busselton, Western Australia 6280.
Goeff- I have a feeling there should be a street with that address.
if so please let me or Don Hubbard know.



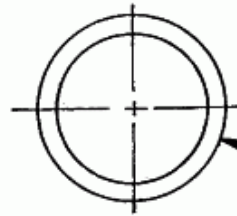
You can bottle small ships if you choose.
There's certainly nothing to lose.
But there is one small hitch,
You'll never get rich,
Like the guy who is bottling booze!
Don Hubbard 2/90

-----From Poul Bertelsen -----
Odense, Denmark.

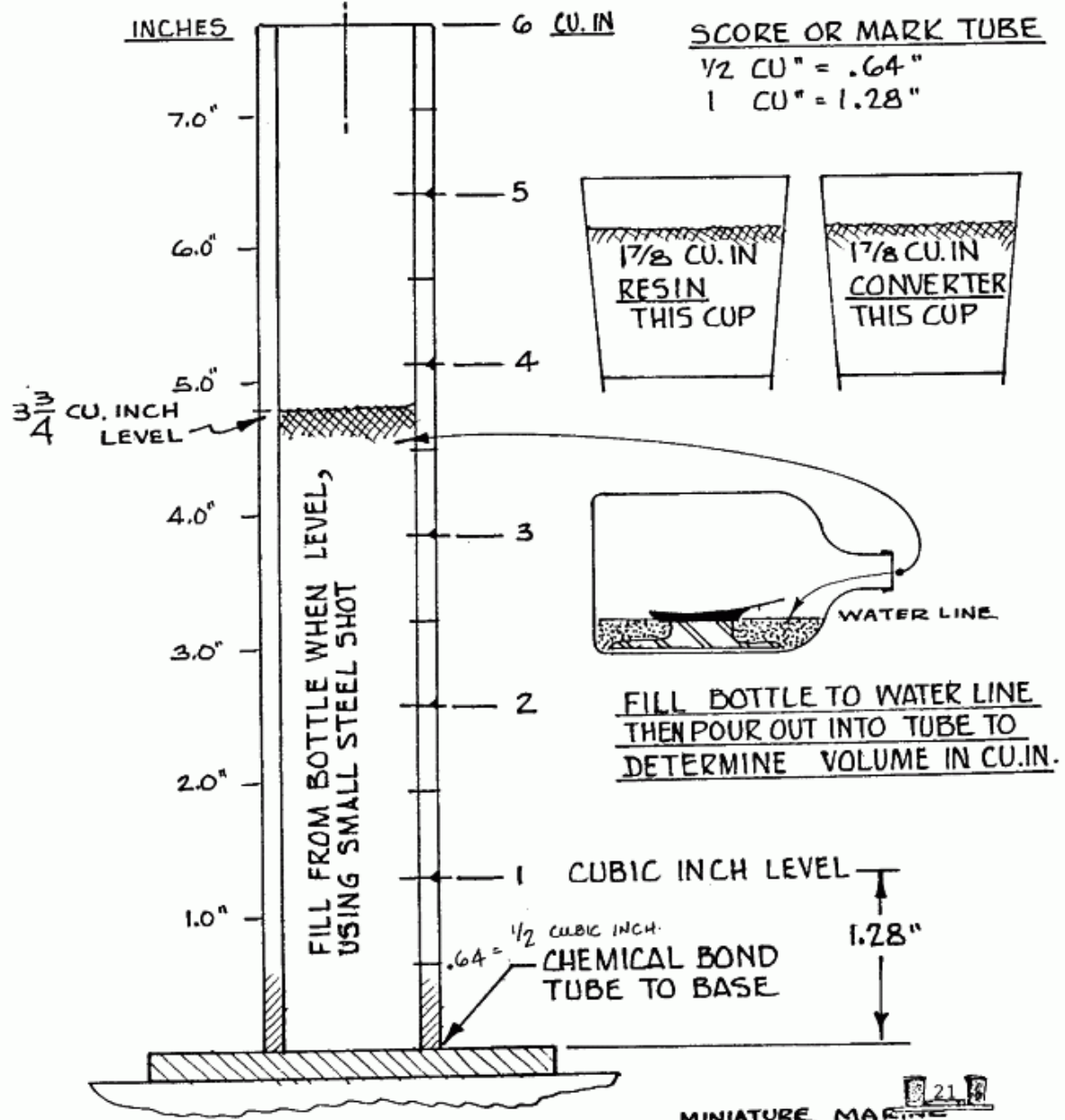


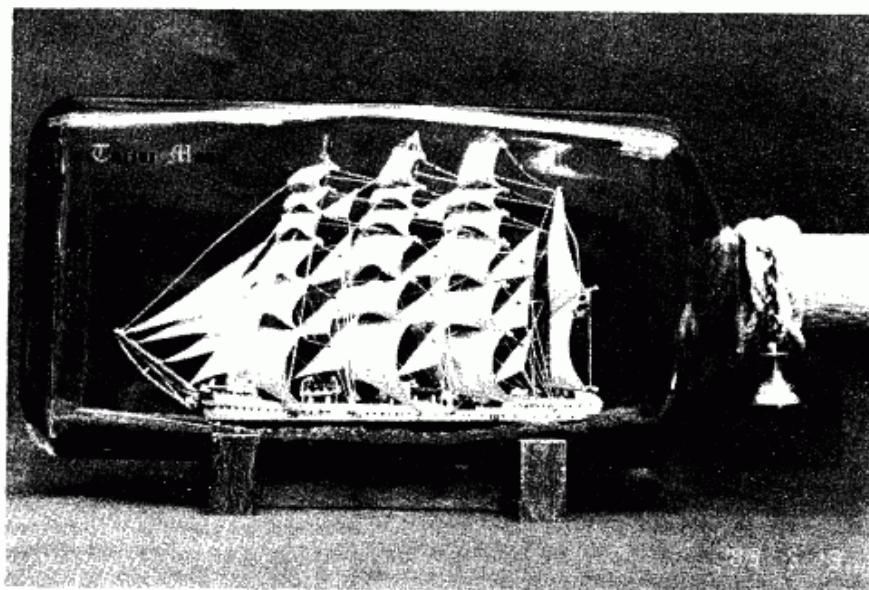
Last Minute Change-Thomas A. Richard-11871 Mesia Ct. S. Jacksonville Fl.
32223.

CALCULATING EPOXY VOLUME... FOR WATER IN SHIP IN BOTTLE

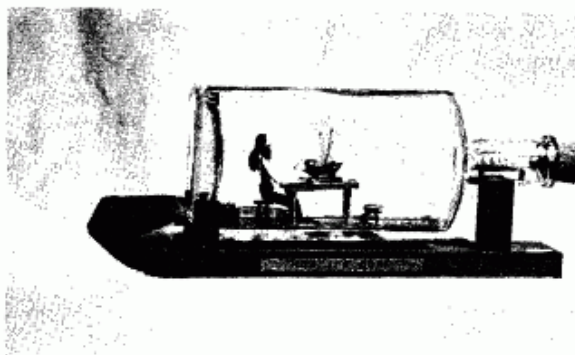


CLEAR ACRYLIC TUBE,
1.00" INSIDE DIAMETER





"TAISEI MARU" Tokyo Nautical College's Training Ship. Sank 1945 off Kobe, Struck Mine. Model by Hideo Fukube--Australia.

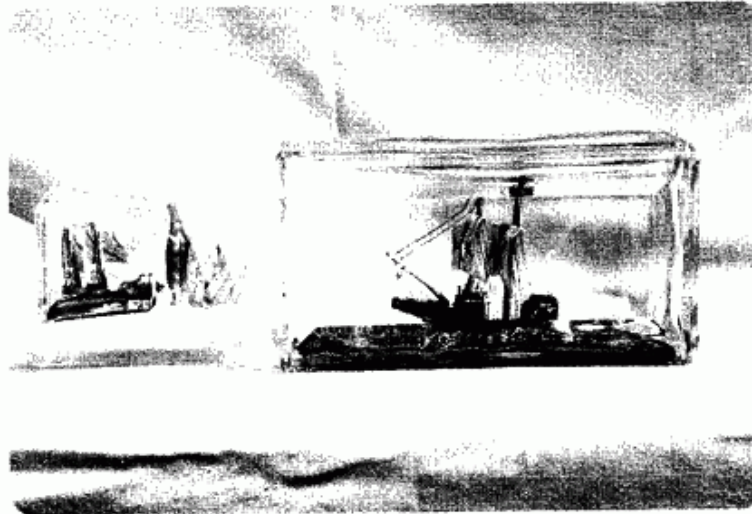


" How IT'S DONE" Model by David Denny (Denny Drydock & Ship-building Co.) Yep! that's how it's done.

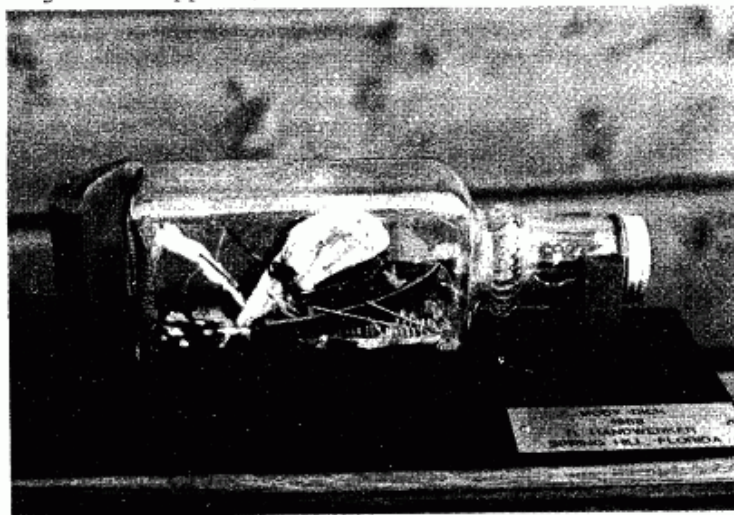
A GREAT OPPORTUNITY FOR MEMBERS--from Jack Hinkley,

Juzo Okada, newly appointed Curator of the Bottleship Mini-Museum opening July 22, 1990 in the "Tenpohzan Harbor Village" in Osaka, Japan. Will have among the display's a section for "Overseas Works" and herein lies the opportunity for our members. Juzo has asked for help in finding models for his "Overseas Works" display, and as he has no funds to purchase them, he is suggesting that perhaps some of our members would be interested in trading with members of the Japanese Association. Juzo is asking his veteran builders to build traditional Japanese ships, which would be exchanged for models by our members. For what Juzo calls "foreign fine masterpieces" He.

(con't pg.23.)



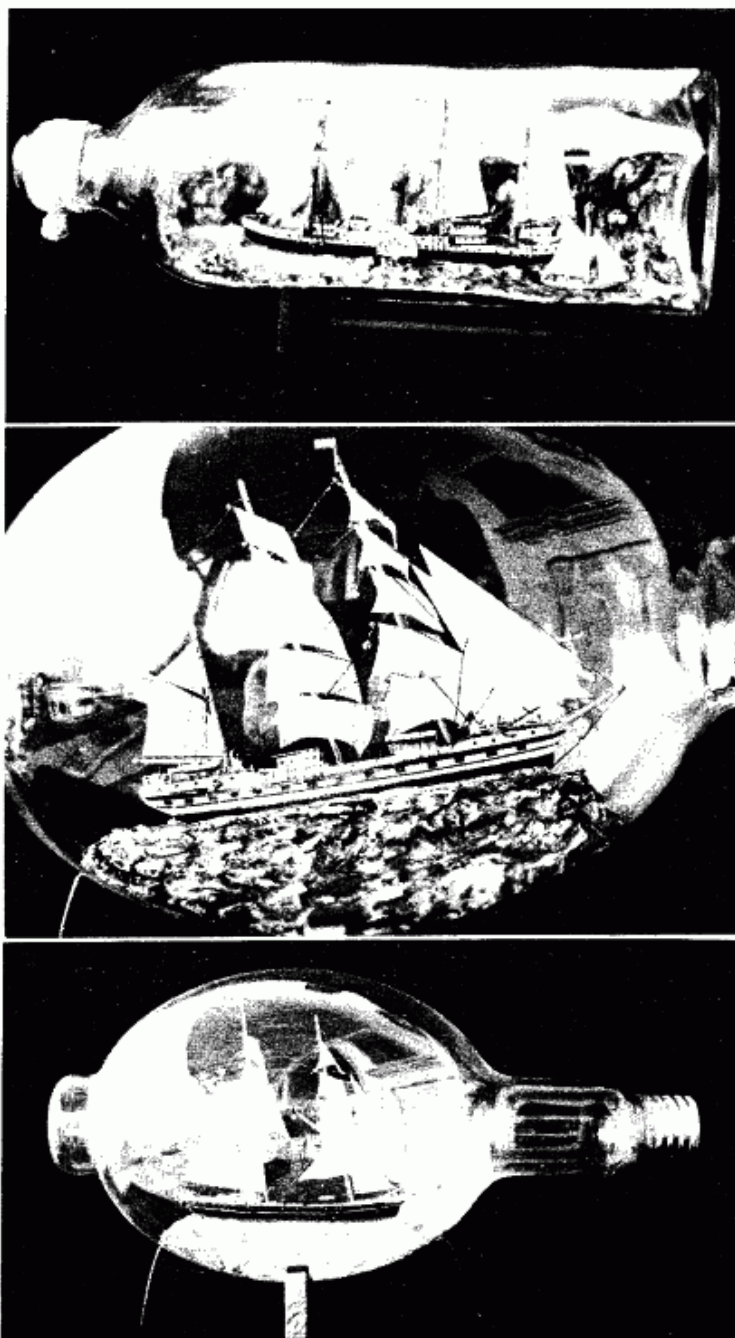
Another fine (un-titled) work by David Denny. Note smaller ship inside glass stopper. (That bottle looks familiar dave.)



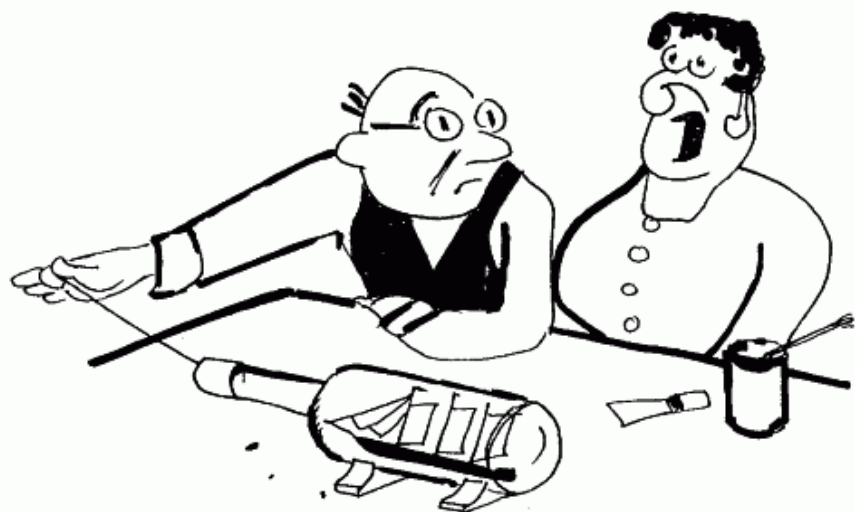
"Moby Dick" by Ray. Handwerker (me) in a Rock& Rye Bottle. Yeh!! Guy I'am still using wide mouth jars. Na-Na.

(con't from pg.22 Opportunity)

would offer Japanese masterpieces, The " SENGOKU-BUNE" OR The " TAKARA-BUNE ". And as I have both models, I can attest to the superior workmanship and in the case of "Takara-bune" Its breathtaking beauty. This is an excellent opportunity to have on of your models on display in a museum and to have in your collection a superior model from Japan. If you are interested, please drop me a note and I will see how Juzo wants to handle it. Mail to; Jack Hinkley . 403 Amherst Ave. Coropolis Pa. 15108.



"Alex" you forgot to mark these fine works. Whoever is responsible for these drop me a line for credit in the next issue. (ed)



I WANT THAT BOTTLE BACK. THERE IS STILL A DEPOSIT ON IT!



HOME FROM THE SIBAA CONFERENCE.

Both Parker Leney of Welland, Ontario, Canada, and Bob "Red" Alexander of Castro Valley, California, were the subjects of newspaper articles about themselves and their dedication to the bottled ship and ship modeling. The accompanying photos and captions say it all. Congratulations guys!



Photo by Kevin Hotte

"How did you get that big ship through that little hole, Mr. Leney?"



Mary F. Calvert — staff photo

Robert Alexander works in a room filled with ships of all shapes and sizes in Castro Valley.